What Is Claimed Is:

1. A method for controlling the speed of a vehicle,
wherein, when an actual speed of the vehicle exceeds a predefined setpoint speed by more than a first predefined speed difference, a service brake (1) of the vehicle will be activated.

2. The method as recited in Claim 1,
wherein the service brake (1) will be deactivated when the actual speed drops below the setpoint speed again.

3. The method as recited in one of the preceding claims,
wherein, when the actual speed exceeds the setpoint speed, a torque request of the driving speed control (20) will be reduced first.

4. The method as recited in one of the preceding claims,
wherein, when the actual speed exceeds the setpoint speed by a second predefined speed difference, which is smaller than the first predefined speed difference, an idle speed control (5) will be activated and the torque request of activated ancillary components will be reduced.

5. The method as recited in Claim 4,
wherein the idle speed control (5) will be deactivated when the difference between the actual speed and the setpoint speed drops below a third predefined speed difference, which is smaller than the second predefined speed difference.

6. The method as recited in Claim 4 or 5,
wherein the idle speed control (5) will be deactivated for as long as the service brake (1) is activated.

7. The method as recited in one of the preceding claims,
wherein, when the actual speed exceeds the setpoint speed by a fourth predefined speed difference, which is smaller than the first predefined speed difference, a deceleration fuel-cutoff will be activated.

8. The method as recited in Claim 7,
wherein the deceleration fuel-cutoff will be deactivated when the difference between the actual speed and the setpoint speed drops below a fifth predefined speed difference, which is smaller than the fourth predefined speed difference.

9. The method as recited in Claim 7 or 8 to the extent that they refer back to Claim 4, 5 or 6,
wherein the fourth predefined speed difference is selected greater than the second predefined speed difference, and the idle speed control (5) will be deactivated when the deceleration fuel-cutoff is activated.

10. The method as recited in one of Claims 7 through 9,
wherein the deceleration fuel-cutoff remains activated for as long as the service brake (1) is activated.

11. The method as recited in one of the preceding claims,
wherein, when the actual speed exceeds the setpoint speed by a sixth predefined speed difference, which is smaller than the first predefined speed difference, an ancillary component (15) will be activated.

Summary

A method is provided for controlling the speed of a vehicle, such method making it possible to maintain a predefined setpoint speed even on downhill grades. In the event that the actual speed of the vehicle exceeds the predefined setpoint speed by more than a first predefined speed difference, a service brake of the vehicle will be activated.